

Port of Long Beach

Port Address

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Port Website

www.polb.com

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The Port of Long Beach (POLB) is located at the south end of the I-710 Freeway approximately 25 miles south of downtown Los Angeles. Founded in 1911, the 3,200-acre Port is a premier gateway for trade between the U.S. and Asia. With a Green Port Policy guiding efforts to minimize or eliminate negative environmental impacts, it is the 2nd busiest port by container volume in the U.S., and the 18th busiest in the world. When combined with the Port of Los Angeles (POLA), the two ports are known as the San Pedro Bay Ports.

The Port is a public agency managed and operated by the City of Long Beach (City) Harbor Department. Port lands are owned by the City in trust for the people of California. In 1911, the California State Legislature approved a Tidelands grant, giving the City the right to manage and develop the harbor district. Port-related trade generates approximately \$140 billion annually and supports 1.4 million U.S. jobs.



PORT INFRASTRUCTURE

Channel depth	76 feet
Maritime area	3,200 acres
Container terminals	6
Waterfront	25 miles
Deepwater berths	80
Piers	10
Non-container terminals	23
Post-Panamax cranes	66

PORT TRADE CHARACTERISTICS

Major Trading Partners

China, South Korea, Japan, Hong Kong, Taiwan, Vietnam, Iraq, Australia, Ecuador, Indonesia

Imports

Crude oil
Electronics
Plastics
Furniture
Clothing

Exports

Petroleum coke
Petroleum bulk
Chemicals
Waste paper
Food

2011 Throughput

- 6 million+ 20-foot equivalent unit (TEU) containers
- Average of 16,600 TEUs handled each day
- 4,898 vessel calls
- Cargo - 76.6 million metric tons, \$155 billion value

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SURFACE TRANSPORTATION NETWORK & INTERMODAL CONNECTIONS

Highway Access Routes

Major State Highway System routes serving the Port include US 101, I-5, I-105, I-110, I-210, I-405, I-605, I-710, SR-47, SR-57, SR-60, SR-91, and SR-103.

Trucking

- 75 percent of all Port-related freight movements are made by truck for at least one segment
- Caltrans District 7 has five of the 10 worst truck bottlenecks in the U.S.
- Limited funding available while Southern California's aging transportation system is at capacity
- 660 million square feet of warehouse and distribution facilities within 80 miles of Port

Freight Rail

- About 40 percent of all containers at the Ports of San Pedro Bay are loaded onto trains via on-dock and off-dock rail yards. Of this 40 percent, about 25 percent is loaded via on-dock rail yards. The ports' policy is to maximize the movement of containers via on-dock rail, and therefore to provide sufficient infrastructure.
- Rail traffic is estimated to increase from about 95 to 315 trains per day between now and 2035. POLA/POLB developed a comprehensive Rail System Program estimated to cost about \$2 billion over the next 10 to 15 years.

Class I Railroads

- Union Pacific (UP) Railroad
- Burlington Northern Santa Fe (BNSF) Railway

Shortline Rail

- Pacific Harbor Line – Operates 18 miles of track entirely inside POLA/POLB, each interfacing with BNSF and UP.

Alameda Corridor

- Twenty-mile train expressway, opened 2002, connects POLB and POLA to transcontinental rail yard in downtown Los Angeles (operating agreement with BNSF and UP)

Alameda Corridor East

- Extends benefits of Alameda Corridor through construction of safety improvements and 20 grade separations across 70 additional miles of mainline railroad in San Gabriel Valley

- The Port averages over 100 train trips per day. Intermodal yards are reaching capacity, resulting in time delays moving cargo between trains and trucks

Roadway and Rail Bridges

- Critical roadway and rail bridges for the San Pedro Ports:
 - Vincent Thomas Bridge (SR 47)
 - Gerald Desmond Bridge (POLB; soon to be part of SR 710)
 - Badger Avenue Railroad Bridge (POLA)
 - Schuyler Heim Bridge (SR 47/103)

Major Rail Yards

BNSF Railway

- *Hobart Yard*, located in Commerce, CA near the junction of I-710 and I-5. Largest intermodal rail yard in U.S. Processes about 1.2 million containers annually; 40,000 line haul locomotives arriving and departing a year (2007)
- *Southern California International Gateway (SCIG)*. Proposed new intermodal yard adjacent to the Alameda Corridor near the POLA/POLB would increase use of the Alameda Corridor, reducing the need for trucks to haul containers on I-710 to the Hobart Yard. Project under environmental review.

UP Railroad

- *Commerce Yard*: Across the street from BNSF's Hobart Yard, facility primarily used for cargo handling. Processes over 350,000 containers per year.
- *Intermodal Container Transfer Facility (ICTF) and Dolores Yards*. Five miles from POLA, adjacent to the Alameda Corridor near POLA/POLB. The ICTF is an intermodal facility for moving containers from the ports onto the Alameda Corridor thereby reducing truck trips to Commerce and Industry Yards. The Dolores Yard is an adjacent servicing and switching facility.

MAJOR PORT ISSUES

- Environmental and community health concerns
- International security
- Infrastructure needed to handle larger ships
- Navigation maintenance – channel dredging
- Freight congestion
- Intermodal road and rail access
- Coastal environmental protection

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- Harbor Maintenance Tax Funding for continued dredging and other infrastructure improvements being borrowed against to assist other federal programs and not available for intended purpose
- Unknown impacts of the Panama Canal expansion, scheduled to open in 2014
- Limited capacity and intermodal connections

CALTRANS FOCUS AREAS

- Truck VMT estimated to increase over 100 percent by 2030, as a result the highway system's performance will deteriorate significantly.
- Existing roadway and rail capacity, safety, operational, and design constraints
- Analyzing the need and feasibility of a dedicated East-West Freight Corridor
- Most of the Port's trade is simply "through-traffic," which degrades air quality and impacts the region's quality of life, while providing limited regional economic benefits. Caltrans is advocating for more federal funding to address these impacts.
- Environmental, community, and health impacts. Diesel engine emissions from marine vessels, trucks, locomotives, cargo-handling equipment and off-road diesel equipment, as well as noise, light, and vibration have significant impacts on neighboring communities and regional air quality.
- The impacts of port expansion projects on the State Highway System.

PORT-RELATED PROJECTS

Trade Corridors Improvement Fund (TCIF) Projects

- Gerald Desmond Bridge Replacement – New Bridge to span main channel (TCIF/SHOPP, \$960 million)
- Ports Rail Realignment and Expansion Project – Project will enable Port to move 35 percent of goods via on-dock rail by 2035 (TCIF/TIGER III)

Other Port Projects

- Middle Harbor Redevelopment Project – Modernize two aging shipping terminals into one (Port Project, \$1 billion)

- Eagle Rock Aggregate Terminal Project. POLB and Army Corps of Engineers lead agencies for proposed construction aggregate, sand, gravel, and granite import facility.
- Long Beach Harbor Dredging in partnership with the Army Corps of Engineers (\$143 million)
- Pier S Marine Terminal Development Project — Develop a currently vacant 160-acre parcel into a cargo shipping facility (\$533 million)
- I-710 Corridor Improvement Study — Funding partner to analyze potential alternatives and/or improvements for this major freight corridor

ENVIRONMENTAL INITIATIVES

- *San Pedro Bay Clean Air Action Plan (CAAP)*. Reduce emissions 80 percent by 2014 – \$2 billion, five-year plan began in 2007. 2014 goals already achieved. By 2011, air pollution reduced 45 percent and truck emissions 80 percent.
- *Clean Trucks Program*. As of January 1, 2012, the 11,000 trucks serving the port terminals are model years 2007 or newer; program effectively banned older, polluting trucks and reduced diesel pollution 90 percent since 2008
- *Green Port Policy*. Cold ironing (shore-side electric power) and green building (2005).
- *Technology Advancement Program (TAP)* – adopt newer, cleaner technology
- *Green Flag Program / Vessel Speed Reduction Program*. Reduce speed to 12 knots within 40 miles of Port (2009)
- *Green Ship Anti-Pollution Incentive Program*. Vessels with certain engine types will receive financial compensation starting July 2012
- Hybrid-powered tugboats

PLANNING DOCUMENTS

- San Pedro Bay Clean Air Action Plan (CAAP), 2010 Update, Port of Los Angeles and Port of Long Beach, 2010.
- Port of Long Beach Strategic Plan (2009)
- Port Master Plan (1990)

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TRANSPORTATION PLANNING PARTNERS

- Alameda Corridor-East Construction Authority
- Alameda Corridor Transportation Authority (ACTA)
- California Air Resources Board (CARB)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Orange County Transportation Authority (OCTA)
- Ports of Hueneme and Los Angeles
- Riverside County Transportation Commission (RCTC)
- San Bernardino Associated Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District
- Southern California Regional Rail Authority (Metrolink)
- Southern California National Freight Gateway - Cooperation Agreement (signatory agencies):

United States Department of Transportation (USDOT), United States Environmental Protection Agency (USEPA), United States Army Corps of Engineers, United States Fish and Wildlife Service, National Marine Fisheries Service, and National Oceanic and Atmospheric Administration; California Business, Transportation and Housing Agency (BTH), California, Environmental Protection Agency (CalEPA), California Resources Agency, CARB, and Caltrans

- Southern California Consensus Group, a coalition of all the transportation agencies and ports in Southern California, including the five regional transportation planning/programming agencies (RTPAs) in the SCAG region (Metro, OCTA, RCTC, SANBAG, and VCTC)
- U.S. Customs & Border Patrol
- Ventura County Transportation Commission (VCTC)

SOURCES AND ADDITIONAL INFORMATION

California Clean Trucks Program: <http://www.polb.com/environment/cleantrucks/default.asp>

Caltrans Freight Planning (fact sheets/seaport links) <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>

FuturePorts: <http://www.futureports.org/>

Gateway Cities Council of Governments (COG): <http://www.gatewaycog.org/index.php>

Los Angeles County Metropolitan Transportation Authority: <http://www.metro.net/>

PierPASS (created by marine terminal operators at the ports of Los Angeles and Long Beach in 2005 to address multi-terminal issues such as congestion, security and air quality): <http://pierpass.org/>

Port of Los Angeles: <http://www.portoflosangeles.org/>

Southern California National Freight Gateway: <http://www.freightcollaboration.org/>

SCAG: <http://www.scag.ca.gov/goodsmove/>

SCAG Goods Movement 2012-2035 RTP, Draft December 2011:

http://rtpscs.scag.ca.gov/Documents/2012/draft/SR/2012dRTP_GoodsMovement.pdf

TIGER Grant Award FY 2011 (Page 44): http://www.dot.gov/tiger/docs/FY2011_TIGER.pdf